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One notes with pleasure the sensitiveness of the author's eye to that peculiar beauty of the town—so austere on first approach, so full of delicate charm to him who lingers long enough to feel the changing mysteries of light and hue. It is a relief to find that Professor Schevill disapproves of the sentimental and sensuous Sodomas that travesty the story of St. Catherine, and appreciates the noble expressiveness of Vanni's portrait. Indeed, the taste throughout the book is unerring—and taste is an important element in the equipment of an historian of Italy.

Does one carry away a vivid picture of that "town personality", of which our author writes so well? More vivid, surely, than one can obtain from the pages of Gardner or even of Langton Douglas. Yet, in spite of valuable hints, found especially in the chapter on the Artistic Spirit, that personality, "shy as a swallow", evades one still. Sienese psychology is indeed as fascinating as elusive. One reason for his partial failure may be found in Professor Schevill's limitations of temperament when he approaches the religious aspects of Sienese life. His treatment is full of sympathy and reverence; he has some keen remarks, as where he describes medieval life as characterized by "a passion for excess crystallized into a code of conduct". Yet on the whole, and especially in the discussion of St. Catherine, his treatment must be judged conventional and unilluminated. Despite his all but masterly presentation of the outer and inner life of his city, he has not understood that paradoxical union of contemplative passion with commercial and militant ardor which marks her character, produces her art and her saints, and differentiates her from the rest of Tuscany and particularly from her great rival on the Arno. If "*cor magis tibi Siena pandit*" the secrets of that heart are not easily read; nor can we say that Professor Schevill has fathomed them to their depths, in spite of his excellent and truly intimate friendship with the City of the Virgin.

VIDA D. SCUDDER.

Brügges Entwicklung zum Mittelalterlichen Weltmarkt. Von RUDOLF HÄPKE, Dr. Phil. Mit einem Plan. [Abhandlungen zur Verkehrs- und Seegeschichte im Auftrage des Hansischen Geschichtsvereins herausgegeben von Dietrich Schäfer. Band I.] (Berlin: Karl Curtius. 1908. Pp. xxiv, 296.)

THE Hanseatic Historical Society, finding within measurable distance the completion of its work in the publication of the sources of Hanseatic history, begins in the present volume a series of monographs on the history of commerce, which will be devoted particularly to the history of German trade and navigation, but, according to the prospectus, may embrace topics in commercial history the world over. The printing of sources will be merely incidental to the finished studies of which the series is to be composed.

Häpke's volume makes a natural transition from Hanseatic history to a broader field. After an introductory section on the early history of Bruges, the author describes its commercial relations at a time when it was an important station of German trade, and completes his study by a description of its political and commercial organization about 1300. The author bases his book almost entirely on printed material, but covers so wide a range of original and secondary sources, and shows such ability in selection and construction, that his work will be welcomed by students of economic history as an interesting and valuable contribution to the subject.

Häpke corrects the impression left by Ehrenberg that the growth of Bruges depended, from a very early period, on its position as a world-market, in which the exchanges of Europe and of the East were perfected. The town grew up as an export station for the industrial products of the Flemish back-country, relying for its business chiefly on the cloth manufacture, which had already reached the stage of the commission system (pp. 203, 253). In the closing decades of the thirteenth century the active trade languished, partly as a result of an unfortunate social and political constitution, which sapped the strength of the mercantile class (pp. 64, 198, 268); and Bruges then developed on lines with which we are already familiar. The activity of Flemish counts in the Crusades had little or no influence on the development of an active trade with the Mediterranean (p. 149); and the importance of spices and drugs in the commerce of northern Europe has generally been exaggerated (p. 252).

Among the contributions of the author to the topic of commercial organization may be noted: his comment on the wandering merchant (p. 131), and his protest against the application, in the Middle Ages, of the terms wholesale and retail merchant, for which he would substitute the English contrast of merchant and shopkeeper; further, his descriptions of the staples of England and of Bruges, of the status of alien merchants and of the importance and functions of brokers. He makes no mention of Sombart's theory of the rise of the capitalist class, but would certainly take sides against it with Flamm, Strieder, and other critics. There is evidence, it is true, of a serious rise in city ground-rents before 1300, but the leading families owed their wealth chiefly to trade, and sought investment in other fields only as the competition of foreign merchants forced them to it (pp. 193 ff).

CLIVE DAY.

Ezzelino von Romano: Eine Biographie. Von FRIEDRICH STIEVE, Dr. Phil. (Leipzig: Quelle und Meyer. 1909. Pp. 133.)

IN the first ninety-nine pages the author states in flowing language the complete life of Ezzelino. Foot-notes refer to original sources. The text is followed by twenty-eight pages of notes and four pages of new documents.